

AN OCTOBER STORM.

A SMASH-UP ON THE HUDSON.
SIX CANAL-BOATS WRECKED—NOT MORE THAN ONE
OR TWO LIVES LOST—NARROW ESCAPES.
(BY TELEGRAPH TO THE TRIBUNE.)

PONCHIKENIE, Oct. 20.—The wildest reports have prevailed all day about a disaster at Verplanck's Point to canal boats. The facts are simply as follows: At 3 a. m. the wind blowing heavily south-east, the steamer *Alida*, Syracuse, and Niagara, bound south with heavy tows, rounded Stony Point. A heavy sea was rolling, and the canal-boat *Gladius* Oakley of Central Square broke her fastenings from the *Alida*, and smashed into the lake boat *Chatter* Hare, also in tow of the *Alida*. The latter had two persons on board, including one woman, and her crew, immediately, throwing all five into the river. Men on the *Oakley* and the canal-boat *Greenwood* threw the *Chatter* overboard. This the *Hare's* crew, with the *Greenwood* crew, and the *Alida's* crew, then all drifted on the damaged boats and the storm till daylight, when they were rescued and put ashore at Verplanck's Point. Capt. Alonso Fleming of the *Hare* says his boat lost 40,000 feet of lumber overboard. He thinks that four boats of the *Alida's* tow were lost. The hand on the steamboat *Syracuse* and the men were lost of their tow, but late reports do not confirm this state of fact.

The *Greenwood* Niagara did not lose any boats. The canal-boat *Willis* of Liverpool, N. Y., one of the *Alida's* tow, was sunk, and drifted, water-logged, into Tompkins Cove. She had five persons on board and two horses. The horses were drowned, but the persons were saved. And the man and Peter Taro were found clinging to the boat at daylight, and were rescued in an exhausted condition by L. H. Blakeley of Verplanck's. Another boat called the *Warrior*, of the tow of the *Syracuse*, was sunk, and one of her crew, who was swimming in the river for an hour, was rescued. The *Alida's* tow, all of whom were saved. The canal-boat *Col. W. H. Price*, Capt. Moore, was badly damaged and partially sunk. A young girl who was on one of the boats, and who is now at a hotel at Verplanck's Point, thinks a great many were drowned, but she must be mistaken, as all the wrecked men now at the Point agree in the opinion that everybody was saved. At the most there are not more than one or two drowned.

The greatest indignation is expressed by the boatmen at the conduct of the captain and pilot of the steamboat *Alida*. They say that when the stormer and her tow were in Tompkins Bay the wind was blowing a gale, and notwithstanding one or two of the boats broke from their fastenings, no attention was paid to them, but instead some one on board the *Alida* cut the main hawser which kept them abreast, and set them adrift. The greatest pain at once ensued on all the boats, and the screams and shrieks of women and children could be heard above the roaring of the storm. The disengaged boats, all heavily laden, were driven by the wind and tide up the river, and striking the *Alida's* tow, against the pier and crashing in the sides and bows of many vessels. All the women and children who were in the tow huddled together on one boat, and were with great difficulty got on shore, where they were kindly cared for by the villagers. The *Alida* passed on down the river. The *Syracuse* was off Stony Point at 4 p. m. trying to get all her boats loaded. Full information shows that six boats lost, all laden with apples, lumber, marble, lime, and grain. The shore part Stony Point are strewn with lumber, and thousands of apples are floating in the river.

The steamer *China* sunk last night near Grassy Point. The water in the Hudson to-night is so extraordinarily high. All the piers are submerged, and the boats are in danger. In many places the water is over the railroad tracks, but no damage on land is yet reported.

GENERAL PRESS DISPATCH.
The disaster off Stony Point was caused by the heavy wind breaking the tows of the steamboat *Alida* and *Syracuse*. The canal-boats sunk were the *Chatter* Hare, *Dakota*, C. Oakley, H. Casey, J. Willis, and one other, names unknown. The *Chatter* Hare carried down 40,000 feet of lumber; the *J. Willis* a deck load of apples and a half load of grain. The action of the pilot and captain of the *Alida* is denounced for leaving the canal-boats at the mercy of the storm. Scores of narrow gorges are mentioned, but there are no authentic reports of loss of life.

ARRIVAL OF SOME OF THE BOATS.
The steamer *Alida* arrived at New-York at 8 o'clock yesterday afternoon, having in tow four of the five canal-boats which had formed the first tier in the tow and four barges. The canal-boats were the *Robert* Hargreaves, the *Wm. Parks*, the *H. C. Tracey*, and the *Celia*. The barges were the *Moses H. Grinnell*, the *John W. Wilson*, the *Alfred Cook*, and the *O. Hawley*, Jr. The canal-boat *J. Johnson*, which had been the middle boat of the first tier, with a cargo of barley, was seen to go down, stepping on board the *Alida*. The boats which reached the city were not seriously damaged, though the cargoes were in some cases injured. The *Alida* returned to the scene of the disaster. Some dissatisfaction was expressed at the conduct of the captain of the *Alida*, but nearly all agreed in declaring that under the circumstances he could not reasonably have acted in any other way.

HIGH WINDS AND HEAVY RAINS.
EFFECTS OF THE STORM IN THIS CITY—SLIGHT DAMAGE CAUSED.
"The storm center will probably move eastward during Saturday, with easterly winds, increasing possibly to high on the lower lakes and over the Middle States"—such was the announcement from the Chief Signal Office at Washington, at 1 o'clock on Saturday morning. The storm center was slowly but surely moving eastward, and the day was gloomy, with a heavy rain falling. The storm was a gloomy, with a heavy rain falling. The storm was a gloomy, with a heavy rain falling.

THE DRAMA.
Mr. Barnum's World's Fair was shown last night, under canvas, on Madison-ave., near Twenty-seventh st. It is an exhibition of prodigious size, and comprises a wonderful variety of objects. It is a triple show, consisting of Museum, Menagerie, and Circus. The latter, led by Mr. D. Castello, is a thoroughly well-organized and equipped. One of the hits of last night's performance was made by the *World's Fair*, where Mr. Castello, who is bold and skilful to an unusual degree, Mr. Dave Castello, pupil of Dan Castello, a very young and dashing lad, performed the difficult feat of turning a somersault over a banner, and alighting upon a horse going at full speed. The circus features were numerous, and were well contrasted; and the large assemblage that witnessed them evinced its satisfaction in copious plaudits. Upward of 1,200 persons were present—a very numerous throng, considering that the night was one of storm, closing a vile day of fog, rain, and darkness. The United States, there need be no doubt, that the fair is a success. The display of beauty is magnificent. It is made in a skillful arrangement of cages and with striking effect. To the department of curiosities it was impossible, on this occasion, to give more than a passing glance. The fact that Mr. Barnum has made it may be taken as a significant guarantee of its character. It includes natural monsters whom we wish were discarded; but it presents Prof. Faber's talking machine—a wonder often described and really impressive—and it seems rich in stuffed specimens of natural history. It is the best of the fair, and the most magnificent. It is the best of the fair, and the most magnificent. It is the best of the fair, and the most magnificent.

OLYMPIC THEATER.
"Mons. Chouffouri," adapted from the French of Offenbach, was sung and acted, last night, at the Olympic Theater, in presence of about 400 persons. It has been seen before on the local stage, under a different name, and under more favorable circumstances than those that surrounded it last night. At the best it is a trifler. Mrs. Oates acted with spirit, if not with invincible good taste. The several noisy concentrated acts of this musical farce—in which there was not a meliorious note—were well received. The *World's Fair*, where Mr. Castello, who is bold and skilful to an unusual degree, Mr. Dave Castello, pupil of Dan Castello, a very young and dashing lad, performed the difficult feat of turning a somersault over a banner, and alighting upon a horse going at full speed. The circus features were numerous, and were well contrasted; and the large assemblage that witnessed them evinced its satisfaction in copious plaudits. Upward of 1,200 persons were present—a very numerous throng, considering that the night was one of storm, closing a vile day of fog, rain, and darkness. The United States, there need be no doubt, that the fair is a success. The display of beauty is magnificent. It is made in a skillful arrangement of cages and with striking effect. To the department of curiosities it was impossible, on this occasion, to give more than a passing glance. The fact that Mr. Barnum has made it may be taken as a significant guarantee of its character. It includes natural monsters whom we wish were discarded; but it presents Prof. Faber's talking machine—a wonder often described and really impressive—and it seems rich in stuffed specimens of natural history. It is the best of the fair, and the most magnificent. It is the best of the fair, and the most magnificent.

REPORTS OF OCEAN DISASTERS.
The wreck of an American brig of about 300 tons was seen Sept. 11, in latitude 39° north, longitude 23° west. She was "sawed off" by a gale, and had been wrecked at her anchor. The cargo consisted of various goods, and a number of persons were on board. The wreck was seen by a schooner, which reported the fact to the local authorities. The cargo consisted of various goods, and a number of persons were on board. The wreck was seen by a schooner, which reported the fact to the local authorities.

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loun. She had apparently been seen to sink three months. The letters "H. C. Tracey" were on the deck at the foot of the mast. The schooner *L. A. Rose*, from Little River, S. C., just arrived at this port, reported encountering a severe gale on the 14th inst., when ten miles north of Battery Point. The storm continued three days; split the rudder head, and broke the main gaff of the schooner, blowing washing overboard nearly 50 barrels of naval stores.

The schooner *F. Merwin*, which arrived yesterday, reported the finding of a flesh-colored yawl on the 14th inst., in latitude 34° 20', longitude 74° 30'. Also, passing through a large quantity of railroad ties and other timber between 32° and 35° north latitude, and 74° and 75° west longitude. The schooner *Clarendon*, from Bristol, arrived in port yesterday after a stormy passage. The captain reported that on Oct. 15, in latitude 42° 35', longitude 69° 25', the *Clarendon* came alongside a vessel bottom up, with a broken mast, however, partially visible. The vessel had no copper or metal on her bottom, was painted red, with black lapel and a white band. She had a beam of unusual width, but it was impossible to distinguish what kind of a vessel she was. No portion of the cargo was visible, and it was impossible to learn her name or to what port she belonged.

THE STORM ELSEWHERE.
A CAMB-NEETING TENT DESTROYED AT BALTIMORE—RACES POSTPONED.
BALTIMORE, Oct. 20.—Early this morning, during the prevalence of a heavy rain storm, a large canvas tent, located in this city, known as the Tabernacle, in which religious service has been held for the past week under the auspices of the National Campaign Association, was blown down and destroyed. During the past two years this tent has been pitched in various cities and towns throughout the Union.

Owing to the rain storm which has prevailed for the past 24 hours, and the bad condition of the track at Pimlico, the Executive Committee of the Maryland Jockey Club announce the postponement of the races, which will now begin on Thursday, Oct. 23, and continue Friday, Saturday, and Monday.

A SCHOONER WRECKED NEAR OSWEGO.
OSWEGO, Oct. 20.—The schooner *New York*, with lumber from Toronto to this port, went ashore above the pier last night, and will be a total wreck. The crew were rescued, and the storm is the severest of the season, and it is feared that other disasters have occurred.

A SNOW-STORM AT BUFFALO.
BUFFALO, Oct. 20.—The first snow-storm of the season occurred this afternoon. The snow was not, however, sufficient to cover green grass.

SNOW IN OHIO AND WEST VIRGINIA.
CINCINNATI, Oct. 20.—A snow-storm, which extended throughout Southern Ohio, east of here, and extending into West Virginia. In the mountains near Grafton, on the Baltimore and Ohio Railroad, 12 inches of snow is reported.

A BRIDGE CARRIED AWAY.
MACHESON, Penn., Oct. 20.—The bridge at Macheson, on the Lehigh and Susquehanna Railroad, was swept away this morning. The river is rising very slowly. No danger is anticipated here.

MAUSCH CRUISE, Oct. 20.—The *Alida* has just returned from her cruise. One boat has just been lost, and the others are expected to follow. The water is rising fearfully. People are becoming alarmed, and great danger is anticipated if the rain continues till morning. The Railroad Company has put all its lumber on cars, which have been run on the bridge to keep it from being carried away.

HIGH WATER IN PENNSYLVANIA.
PORT CARBON, Oct. 20.—The water has not been so high here since 1850. There has been no great damage so far, but it is still rising, and should the rain continue till morning great damage may be expected.

NOBLESSE, Oct. 20.—The water is from eight to ten feet high at this place, and is still rising.

RAIN IN MASSACHUSETTS.
BOSTON, Oct. 20.—Rain has fallen here for the past 36 hours with little interruption, and continues to-night.

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LOCAL POLITICS.

THE APOLLO HALL COUNTY CONVENTION—OVER-THROWN TO THE REPUBLICANS.
The Apollo Hall Democracy, having failed to unite with Tammany Hall, are now negotiating for an alliance with the Republicans; and, if it succeeds, it is believed by some politicians that the combination may be successful, and a portion of the County ticket may be carried by Tammany, excepting the position of County Clerk, is distasteful to many voters. The Apollo Hall Judiciary Convention is to be held on Friday evening, and a committee has been appointed to confer with other political organizations with a view to presenting a united ticket of Democrats and Republicans that shall be acceptable to the public. The only difficulty thus far encountered is in the persistence of ex-Sheriff O'Brien in urging Alexander Spaulding, present Judge of the Marine Court, as a candidate for Supreme Court Judge. Samuel O. Connor, who is a member of the Committee of Conference, openly declares that if Spaulding's nomination is forced, he will withdraw from the Committee and refuse to support the ticket. Judge Spaulding entered political life as a protégé of Fernando Wood. His claims for the nomination of Supreme Court Judge are also urged by Police Justice Rixby and Alderman Monheim. Mr. Courtney is pressing the names of ex-Recorder James M. Smith and ex-Judge Leonard for the position. He says he is not particular who the man is, provided he is a good lawyer and a reputable citizen. Another candidate is Mr. C. C. Thompson.

Another candidate is the late John T. Brady, and he may probably be the nominee, if O'Brien can be prevailed upon to withdraw the name of Judge Spaulding. For the other place on the Supreme Court Bench it is believed that the Republicans will present the name of Judge Fancher. For Judge of the Superior Court the Hon. T. G. Creamer is presenting the name of H. W. Allen on behalf of Apollo Hall. Mr. Allen was Assistant District Attorney under Nelson J. Waterbury. It is not yet decided what names the Republicans will offer for Judge of this Court. If the union between Apollo Hall and the Republicans is effected, and they succeed in nominating a good Judiciary ticket, they propose to hold a joint meeting in Cooper Institute, and call upon the people to support their nominees on their tickets.

REPUBLICAN PRIMARIES.
The Republicans held primary elections in the various Assembly districts throughout the city and county delegates to County, Senatorial, Assembly, and Congressional Conventions. The greatest harmony prevailed. The following are the delegates to the County, Senatorial, and Congressional Conventions:

County District.—County: Thomas F. Henry, James F. Henry, Richard H. McNamee, Alexander J. Connelley, Frank M. McNamee, John M. McNamee.

Fourth District.—County: R. N. Smith, C. N. Bennett, John Collins, David H. Crowley, Senatorial: Nicholas Kent, Isaac T. Kent, John T. Kent.

Fifth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Sixth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Seventh District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Eighth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Ninth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Tenth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Eleventh District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Twelfth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Thirteenth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Fourteenth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Fifteenth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph K. Butler, John T. Butler.

Sixteenth District.—County: James Winterton, Joseph K. Butler, John T. Butler, Senatorial: James Winterton, Joseph